504 Under German rule, Memel, as the northernmost situated port, which lacked a hinterland, did not acquire full importance, and served exclusively timber transport. For the first time under the Lithuanian regime a rising period began for Memel port. The indispensable investment works, which for the first time rendered the port accessible to the navigation of larger oceangoing vessels, demanded heavy outlays, the redemption ● 653 of which will take a long time. The Government during the 504 past fifteen years has laid out 39 000 000 litas on construction work and cost of up-keep of the port, while during the same time the receipts reached only 9 500 000 litas. Besides these directly invested sums for the extension of the port, no less considerable amounts have been expended on the erection of warehouses, petrol tanks, refrigerators, and similar installations. Certainly the receipts show a rapid rise: whereas until 1935 they fluctuated between 500 000 litas and 800 000 litas annually, in 1936 they already amounted to 1 360 000 litas and in 1937 to over 1 500 000 litas.

[502] The most important construction work consisted in the deepening of the harbour on an average by 2 metres, in order to render it navigable for ocean steamers. Thanks to these works, the harbour depths to-day in many places are from 8 to 9 metres and in the new dock of the winter port from 7 to 7.5 metres. In the next few years, moreover, further deepening of the harbour to 10 metres is planned.

The already mentioned new dock of the winter port comprises an area of 96 000 square metres and is accessible to large vessels with a displacement of 10 000—15 000 tons. Among other works should be mentioned: The strengthening of approximately 2 000 metres of quays with ferro-concrete and iron reinforcement; the creation of a yacht harbour; extension of the railway track in the port by 4 300 metres; erection of three modern electric cranes; building of new port warehouses with 73 000 cubic metres storage capacity; the completion of the electric power station, &c.

505 The development of Memel shipping since the attachment of the Territory to Lithuania is shown by the following figures: